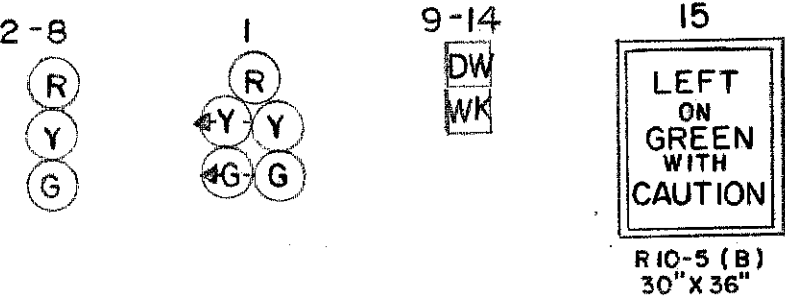
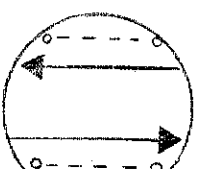


12" SIGNALS

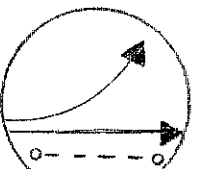


- NOTES:
- 1-THE DETECTOR LOCATED IN THE LEFT TURN BAY IS TO OPERATE AS TRUE PRESENCE, NO MEMORY.
 - 2-THE STRIPING SHOWN ON THIS PLAN IS PROPOSED
 - 3-PEDESTRIAN MOVEMENT DURING PHASE 1 & 2 COMES INTO PLAY AUTOMATICALLY AND DURING PHASE 3 UPON ACTUATION ONLY.
 - 4-FOR CONSTRUCTION DETAILS SEE PAGES 31 THRU 34 OF THE PROPOSAL BOOK
 - 5-NO RIGHT OF WAY PLATS AVAILABLE

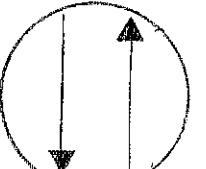
PHASE 1



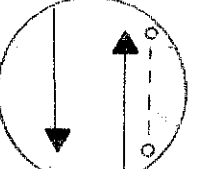
PHASE 2



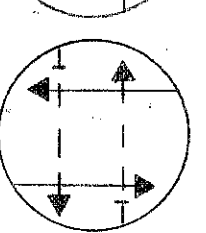
PHASE 3



PHASE 3 ALT



FLASHING OPERATION



LEGEND
OF UNDERGROUND UTILITIES

- G — G — GAS MAIN
- W — W — WATER MAIN
- S — S — SEWER MAIN
- E — E — ELECTRIC CABLES
- T — T — TELEPHONE CABLES
- A — A — AERIAL CABLES

APPROVAL: REGIONAL
TRAFFIC ENGINEER

APPROVAL: CHIEF-BUREAU
OF
TRAFFIC ENGINEERING

APPROVAL: ASS'T. CHIEF ENGINEER
TRAFFIC

REVISIONS

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

TRAFFIC DIVISION - BUREAU OF TRAFFIC ENGINEERING

US1 & QUEENSBURY RD

SHEET 17 OF 21
SCALE 1"=20' DATE CONTRACT NO. P-323-005-385
F.A.P. NO. U-902-1(23)

DRAWN BY: T MANK COUNTY: PRINCE GEORGES

DESIGNED BY: SIGNAL NO.: 16011

CHECKED BY: DRAWING NO.

TS-551A